



**ADDENDUM  
PURCHASING OFFICE  
CITY OF AUSTIN, TEXAS**

---

**Solicitation: RFP 5500 SMW3010      Addendum No: # 7      Date of Addendum: January 12, 2021**

---

This addendum is to incorporate the following changes to the above referenced solicitation:

**I. The following are questions with City responses which have been received in regards to this solicitation:**

**Question 1:** Fig 3-4 shows a “Potential New Street”(green dashed line)/ TOD Pedestrian Priority that includes a Pedestrian connection at both Justin and at the Metrorail Crestview Station. A mid-block passage/ pedestrian pathway may be required for blocks longer than 500’ per the regulating plan. These are NOT shown in the RFP documents. Will the City of Austin require a new roadway and/ or pedestrian connection on this parcel?

**Response:** The RFP includes as a project goal “Access improvements to the Crestview MetroRail Station through the Property, including pedestrian and bicycle paths and a transit plaza.” The previous site planning exercises illustrated a variety of configurations for potential pedestrian and bicycle connections from the adjoining neighborhood to the station.

Figure 3-4 of the Regulating Plan for the Lamar Blvd./Justin Lane TOD Station Area Plan provides for a Circulation Concept Plan for the broader area. It should be noted that the potential new Pedestrian Priority street shown in Figure 3-4 extends from Justin Lane through the privately-owned property to the east of the City-owned property, before crossing through a portion of the City-owned parcel and connecting to Crestview Station.

As indicated in the RFP, responses will be evaluated on what can be achieved through the site planning and development of the City-owned 6909 Ryan Drive property alone. However, proposers may provide a secondary site plan that illustrates what might be achieved through site assembly on the adjacent parcels, including any potential new roadways and connections to the existing street network.

**Question 2:** If the City of Austin requires a new roadway will it be a Pedestrian Priority street or an urban roadway?

**Response:** The streets shown in Figure 3-4 of the Regulating Plan are illustrative of the intended frequency and intensity of streets in the TOD station area. The Regulating Plan identifies a potential new roadway through this area to be a Pedestrian Priority Street.

It is anticipated that details for access and transportation improvements would be dependent on the site proposal and finalized later during the design phase, including finalizing the designation of any new streets or roadways that could be accommodated on the site.

**Question 3:** If the city requires a new roadway, is the alignment/ location flexible?

**Response:** Yes, the alignment and location of any new streets or pedestrian connections could be flexible and dependent on the site plan and final design for the City-owned parcel.

II. ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.

ACKNOWLEDGED BY:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Date

**RETURN ONE COPY OF THIS ADDENDUM TO THE PURCHASING OFFICE, CITY OF AUSTIN, WITH YOUR RESPONSE OR PRIOR TO THE SOLICITATION CLOSING DATE. FAILURE TO DO SO MAY CONSTITUTE GROUNDS FOR REJECTION.**